



13/3/01

*Transmittal Note*

**SUPPLEMENT TO**

**ANNEX 15 — AERONAUTICAL INFORMATION SERVICES**

**(Tenth Edition)**

1. The attached Supplement supersedes all previous Supplements to Annex 15 and includes differences notified by Contracting States up to 13 March 2001.
2. This Supplement should be inserted at the end of Annex 15 (Tenth Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.

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**Corrigendum**  
(English and Spanish only)  
24/5/01

**SUPPLEMENT TO**  
**ANNEX 15 — AERONAUTICAL INFORMATION SERVICES**  
**(Tenth Edition)**

**CORRIGENDUM**

To incorporate this corrigendum:

- a) replace pages (iii) and (vi), Hong Kong 1 and New Zealand 2 by the attached new pages bearing the Corr. notation dated 24/5/01; and
  - b) record the entry of this corrigendum on page (ii) of the Supplement.
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**SUPPLEMENT TO ANNEX 15 — TENTH EDITION**

**AERONAUTICAL INFORMATION SERVICES**

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 15, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

MARCH 2001

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

**RECORD OF AMENDMENTS**

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>
Corr.	24/5/01				

**AMENDMENTS TO ANNEX 15 ADOPTED OR APPROVED BY THE COUNCIL  
SUBSEQUENT TO THE TENTH EDITION ISSUED JULY 1997**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
30	21/2/00	2/11/00			

## 1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 15 (Tenth Edition) up to and including Amendment 30, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of Notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Argentina	28/9/00	1-2	13/3/01
Belarus	6/10/00	1	13/3/01
Canada	4/10/00	1	13/3/01
Chile	12/10/00	1	13/3/01
Cuba	23/6/00	1	13/3/01
Denmark	20/9/00	1	13/3/01
Egypt	7/2/01	1	13/3/01
Germany	26/9/00	1	13/3/01
Greece	13/2/01	1	13/3/01
Hong Kong, China	28/9/00	1	13/3/01
Lesotho	19/7/00	1-2	13/3/01
New Zealand	28/9/00	1-2	13/3/01
Norway	11/7/00	1	13/3/01
Papua New Guinea	23/10/00	1-2	13/3/01
Slovakia	19/9/00	1	13/3/01
Uruguay	28/8/00	1	13/3/01

## 2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of Notification</i>	<i>State</i>	<i>Date of notification</i>
Bahrain	8/7/00	Latvia	22/8/00
Belgium	28/7/00	Netherlands	12/7/00
Dominican Republic	15/8/00	Portugal	21/9/00
Ethiopia	29/9/00	Romania	2/10/00
Finland	30/8/00	Sri Lanka	7/9/00
France	6/11/00	Sweden	11/9/00
Ghana	13/9/00	Uganda	2/6/00
Iran (Islamic Republic of)	24/7/00	United Arab Emirates	30/5/00
Jordan	1/10/00		

**3. Contracting States from which no information has been received**

Afghanistan	Guatemala	Paraguay
Albania	Guinea	Peru
Algeria	Guinea-Bissau	Philippines
Andorra	Guyana	Poland
Angola	Haiti	Qatar
Antigua and Barbuda	Honduras	Republic of Korea
Armenia	Hungary	Republic of Moldova
Australia	Iceland	Russian Federation
Austria	India	Rwanda
Azerbaijan	Indonesia	Saint Lucia
Bahamas	Iraq	Saint Vincent and the Grenadines
Bangladesh	Ireland	Samoa
Barbados	Israel	San Marino
Belize	Italy	Sao Tome and Principe
Benin	Jamaica	Saudi Arabia
Bhutan	Japan	Senegal
Bolivia	Kazakhstan	Seychelles
Bosnia and Herzegovina	Kenya	Sierra Leone
Botswana	Kiribati	Singapore
Brazil	Kuwait	Slovenia
Brunei Darussalam	Kyrgyzstan	Solomon Islands
Bulgaria	Lao People's Democratic Republic	Somalia
Burkina Faso	Lebanon	South Africa
Burundi	Liberia	Spain
Cambodia	Libyan Arab Jamahiriya	Sudan
Cameroon	Lithuania	Suriname
Cape Verde	Luxembourg	Swaziland
Central African Republic	Madagascar	Switzerland
Chad	Malawi	Syrian Arab Republic
China	Malaysia	Tajikistan
Colombia	Maldives	Thailand
Comoros	Mali	The former Yugoslav Republic of Macedonia
Congo	Malta	Togo
Cook Islands	Marshall Islands	Tonga
Costa Rica	Mauritania	Trinidad and Tobago
Côte d'Ivoire	Mauritius	Tunisia
Croatia	Mexico	Turkey
Cyprus	Micronesia (Federated States of)	Turkmenistan
Czech Republic	Monaco	Ukraine
Democratic People's Republic of Korea	Mongolia	United Kingdom
Democratic Republic of the Congo	Morocco	United Republic of Tanzania
Djibouti	Mozambique	United States
Ecuador	Myanmar	Uzbekistan
El Salvador	Namibia	Vanuatu
Equatorial Guinea	Nauru	Venezuela
Eritrea	Nepal	Viet Nam
Estonia	Nicaragua	Yemen
Fiji	Niger	Yugoslavia
Gabon	Nigeria	Zambia
Gambia	Oman	Zimbabwe
Georgia	Pakistan	
Grenada	Palau	
	Panama	

**4. Paragraphs with respect to which differences have been notified**

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Chapter 2	Cuba Greece	4.1.3	Egypt Hong Kong, China Papua New Guinea
3.1.1.2	New Zealand	4.2.6	Papua New Guinea
3.1.1.3	Papua New Guinea	4.2.7	Papua New Guinea
3.2	Belarus	4.2.8	Papua New Guinea
	Norway	4.2.9.1	Denmark
3.2.1	Argentina		Lesotho
3.2.2	Cuba	4.3.3	Papua New Guinea
3.2.3	Argentina	4.3.4	Papua New Guinea
	Cuba	4.3.5	New Zealand
3.2.5	Argentina	4.3.7	Denmark
3.2.6	Argentina		Lesotho
3.2.7	Argentina		New Zealand
	Canada		Papua New Guinea
3.2.8	Argentina	4.4.1	Papua New Guinea
3.2.9	Argentina	4.4.5	New Zealand
3.2.10	Argentina		Papua New Guinea
3.2.12	Argentina	4.4.6	Papua New Guinea
3.2.13	Argentina		
3.3.5	Canada	5.1.1.1	Papua New Guinea
3.4	Cuba	5.1.1.1 t)	Denmark
3.5	Cuba		Lesotho
3.6.1	Uruguay	5.1.1.2	Papua New Guinea
3.6.4	Belarus	5.1.1.2.1	Papua New Guinea
	Canada	5.1.1.4	Papua New Guinea
3.6.4.1	New Zealand	5.1.1.5	Chile
3.6.4.2	Argentina		Denmark
	New Zealand		Egypt
3.6.4.4	Argentina		Lesotho
3.6.5	Denmark	5.1.1.6	Papua New Guinea
	Egypt	5.2.8.3	Germany
3.6.6	Egypt		New Zealand
	Papua New Guinea		Norway
3.6.7	Canada		Papua New Guinea
	Slovakia	5.3.3	Lesotho
3.6.7.1	Papua New Guinea		Papua New Guinea
3.6.7.3	Denmark	5.3.4	Papua New Guinea
3.6.7.3 b)	Greece		
		6.1.2	Egypt
4.1.1	Belarus	6.1.3	Lesotho
	Canada		Papua New Guinea
	New Zealand	6.1.4	Lesotho
	Papua New Guinea	6.2.1	New Zealand
4.1.2 c)	Canada	6.3	Cuba
	New Zealand	6.3.1	Argentina
			Uruguay

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
6.3.2	Argentina	AD 2.12, 2)	Canada
7.1.1.1, 3), 4), 6), 9) to 19)	New Zealand	AD 2.16, 4)	Canada
7.1.1.2	Papua New Guinea	AD 2.24	Hong Kong, China
7.2.1.4	Egypt	AD 3.12, 3)	Lesotho
7.2.2	Papua New Guinea		Canada
8.1.2.1	Papua New Guinea	Appendix 2	Lesotho
8.1.3	Argentina		Papua New Guinea
	Denmark		Slovakia
Appendix 1	Argentina	Appendix 3	Papua New Guinea
	Belarus	Appendix 7	
	Papua New Guinea	Table A7-1	Argentina
ENR 3.1, 2)	Hong Kong, China	Table A7-2	Germany
ENR 4.2	Lesotho	Table A7-3	Argentina
ENR 5.6	Egypt	Table A7-4	Germany
AD 1.2.2	Lesotho	Table A7-5	Argentina
			Argentina

**CHAPTER 3**

3.2.1, 3.2.3  
and 3.2.5 A quality system will not be introduced.

*Remark:* Argentina is working on automating the various elements making up the Aeronautical Information Services and it will be possible to incorporate a quality system into them subsequently.

3.2.6 It is not possible at present to provide the data with the required order of accuracy in all cases.

3.2.7 Applied partially in accordance with the details in Appendix 7. Appendix 1 is not applied.

3.2.8 Electronic aeronautical data will not be available and a quality control system will not be introduced.

3.2.9 Applied partially in accordance with the details in Appendix 7.

3.2.10 Electronic aeronautical data will not be available and a quality control system will not be introduced.

3.2.12 Validation and verification procedures will not be established.

3.2.13 Will not be applied.

3.6.4.2 Geoid undulation will not be provided.

*Remark:* Cannot be provided with the precision required.

3.6.4.4 Geoid undulation will not be applied. The order of resolution of the geographical coordinates will be applied partially in accordance with the details in Appendix 7. Appendix 1 is not applied.

**CHAPTER 6**

6.3.1 and 6.3.2 Will not be applied.

*Remark:* Argentina does not have an aeronautical data base.

**CHAPTER 8**

8.1.3 Pre-flight information bulletins will only be provided at the request of operators.

*Remark:* Implementation is being developed in manual form until a NOTAM bank is incorporated.

**Appendix 1**

Appendix 1 The differences from Appendix 1 regarding the precision of the data are detailed under Appendix 7.

**Appendix 7**

Table A7-1 The following are not applied: obstacles en-route; heliport reference point; NAVAIDS located at the heliport; obstacles in the circling area and at the aerodrome/heliport; significant obstacles in the approach and take-off area; final approach fixes/points and other essential fixes/points comprising instrument approach procedure; geometric centre of TLOF or FATO thresholds, heliports.

Table A7-2	The following are not applied: WGS-84 geoid undulation at aerodrome/heliport elevation position; WGS-84 geoid undulation at runway or FATO threshold, TLOF geometric centre, non-precision approaches; WGS-84 geoid undulation at runway or FATO threshold, TLOF geometric centre, precision approaches; obstacles in the circling areas and at the aerodrome/heliport; obstacles en-route; distance measuring equipment/precision (DME/P); distance measuring equipment (DME).
Table A7-3	ILS localizer antenna magnetic variation is not applied.  <i>Note.— There is no MLS in Argentina.</i>
Table A7-4	The following are not applied: instrument approach procedure fix formations; ILS localizer alignment.  <i>Note.— There is no MLS in Argentina.</i>
Table A7-5	The following are not applied: ILS localizer antenna-runway end, distance; ILS glide slope antenna-threshold, distance along centre line; ILS markers-threshold distance; ILS DME antenna-threshold, distance along centre line.

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**CHAPTER 3**

- 3.2                    A quality system has not yet been introduced.
- 3.6.4                The WGS-84 system is being implemented gradually at the present time.

**CHAPTER 4**

- 4.1.1                The AIP of the Russian Federation and the CIS countries, in which information concerning the Republic of Belarus is published, does not follow the format described in Appendix 1. This is duly reflected in the AIP's table of contents.

- Appendix 1**        The new AIP format is not used.

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**CHAPTER 3**

- 3.2.7 Canada does not currently have the capability of monitoring electronic aeronautical data by cyclic redundancy check (CRC).
- 3.3.5 Canada is unable to participate in the free interchange of aeronautical data covering the following supplements to AIP Canada:
- Canada Flight Supplement (CFS), Water Aerodrome Supplement (WAS), Canada Air Pilot (CAP), Enroute Low Altitude Charts, Enroute High Altitude Charts, Terminal Area Charts, Plotting Charts, Aeronautical Charts for Visual Navigation and the Designated Airspace Handbook (DAH-TP 1820).
- 3.6.4 Canada uses the North American Datum 1983 (NAD 83) as a geodetic reference datum. NAD 83 is equivalent to the World Geodetic System — 1984 (WGS-84) for aeronautical purposes.
- 3.6.7 In Canada, restricted, danger and advisory areas apply.

**CHAPTER 4**

- 4.1.1 Canada's AIP does not conform to the format specified in Appendix 1. An adequate table of contents to advertise this fact is included in the AIP.
- 4.1.2 c) A list of significant differences between Canada's national practices and the related ICAO provisions is not published in AIP Canada.

**Appendix 1**

- AD 2.12, 2) Magnetic bearings for runways are provided, except in the Northern Domestic Airspace of Canada, where true bearings are provided.
- AD 2.16, 4) Magnetic bearings for final approach and take-off (FATO) areas are provided, except in the Northern Domestic Airspace of Canada, where true bearings are provided.
- AD 3.12, 3) Magnetic bearings for final approach and take-off (FATO) areas are provided, except in the Northern Domestic Airspace of Canada, where true bearings are provided.
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**CHAPTER 5**

- 5.1.1.5 Usually, 48 hours' advance notice is given regarding the activation of prohibited, restricted and danger areas and of activities requiring temporary airspace restrictions.

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**CHAPTER 2**      *AIS product:* The definition will include the whole aeronautical information package (including NOTAM and pre-flight information bulletins).

### CHAPTER 3

3.2.2\*      The quality system is not yet available. Work is under way on its implementation.

3.2.3      Periodic assessments of AIS personnel are not yet available. Work is under way on AIS personnel certification.

3.4      Copyright has not yet been applied to AIS products. This process will begin with the distribution of the AIP Cuba in its new format.

3.5\*      The costs of collecting and compiling NOTAM and PIB data will be recovered as part of the airport and air navigation service charges. This service is charged directly to the operators at the international airports designated by the State.

The costs of collecting and compiling PERM aeronautical information/data, including aeronautical charts, either in paper or electronic form, will be recovered independently of the airport and air navigation service charges. This service covers a much broader range of users who are not always the same as the airlines that operate at the international airports designated by the State, and it generates much more costs than the pre-flight information service.

### CHAPTER 6

6.3      Information is not yet provided in electronic form. This process will begin following the distribution of the paper copy of the AIP Cuba in its new format.

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\* Recommended Practice

**CHAPTER 3**

- 3.6.5 In addition to those contained in ICAO Doc 8400, other abbreviations are used. These are marked by an asterisk in the list contained in AIP GEN.
- 3.6.7.3 Temporary areas will not be identified as specified.

**CHAPTER 4**

- 4.2.9.1 Regular intervals are not specified in the AIP.
- 4.3.7 As a consequence of 4.2.9.1 above, a NIL notification is not issued.

**CHAPTER 5**

- 5.1.1.1 t) Forecasts of solar cosmic radiation are not issued.
- 5.1.1.5
- a) On activation of permanently established Danger Areas as published in AIP Denmark, a seven days' notice is not given. Information on actual activities in such areas within København FIR may be obtained from ACC/FIC KØBENHAVN and certain aerodromes from 1700 UTC the day before the activity takes place. These aerodromes are listed in AIP and VFG Denmark, ENR 5.1.
  - b) On establishment of new Prohibited, Restricted and Danger Areas, the AIRAC system will be used.

**CHAPTER 8**

- 8.1.3 Plain language pre-flight information bulletins (PIB) are not produced for Greenland and the Faeroe Islands.
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**CHAPTER 3**

3.6.5 Abbreviations in addition to those in ICAO Doc 8400 are used. These are marked by an asterisk (\*) in the list contained in AIP GEN.

3.6.6\* Automation is available only at two AIS offices at Cairo International Airport, AD AIS offices of Alexandria, Aswan, Hurghada, Luxor and Sharm El Sheikh.

**CHAPTER 4**

4.1.3 Aerodrome Ground Movement Chart—ICAO, Precision Approach Terrain Chart—ICAO, Standard Arrival Chart—ICAO, Standard Departure Chart—ICAO and Visual Approach Chart—ICAO are not produced. The production of said charts is under consideration.

**CHAPTER 5**

5.1.1.5 In respect of danger areas listed in the A.R. of Egypt AIP, as being “Active when Notified”, it may not always be possible to give seven days’ advance notice of intended activity.

**CHAPTER 6**

6.1.2\* A NIL notification shall be originated only by the printed plain language summary of NOTAM in force.

**CHAPTER 7**

7.2.1.4\* Colour coding will not be used.

**Appendix 1**

ENR 5.6 Information on bird migration is not available.

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\* Recommended Practice

**CHAPTER 5**

5.2.8.3 The publication of a monthly printed plain language summary of NOTAM in force has been discontinued.

**Appendix 7**

Table A7-1 and A7-2 In Germany, the description of obstacles differs, as follows, from that given in these Tables:

- a) Obstacles in the circling area for non-precision and turning departures and at the aerodrome/heliport; and
- b) Significant obstacles in the precision approach and departure area.

The accuracy for a) in Table A7-2 (Elevation) is 3 m instead of 1 m.

Table A7-2 The WGS-84 geoid undulation at aerodrome/heliport elevation position will not be published in Germany.

Table A7-4 In Germany, Lines 2 and 4 of this Table describe:

- 2) En-route fix formations; and
- 4) Terminal and instrument approach fix formations corresponding to the Table A7-5.

The resolution for en-route fix formations is 1 DEG instead of 1/10 DEG.

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**CHAPTER 2** In addition to the definitions in respect of danger area, prohibited area and restricted area, Greece has introduced the definition:

***Controlled Firing Area:*** An airspace of defined dimensions within which firing of projectiles and missiles takes place and is coordinated in such manner that air traffic operating through that area is not endangered.

**CHAPTER 3**

3.6.7.3 b) The letter “C” has been assigned to identify controlled firing area.

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**CHAPTER 4**

- 4.1.3 Hong Kong, China provides alternative charts for items (h) and (i) in 4.1.3 and items (6) to (9) in Appendix 1 AD 2.24. Such alternative charts provide the relevant information in a simplified format. Therefore, withdrawal of this difference is not considered for the time being.

**Appendix 1**

- ENR 3.1, 2) The geodetic distance is published to the nearest nautical mile. ATS route distances to the FIR boundary fixes are to the nearest nautical mile. Withdrawal of this difference is not considered for the time being.
- AD 2.24 Hong Kong, China provides alternative charts for items (h) and (i) in 4.1.3 and items (6) to (9) in Appendix 1 AD 2.24. Such alternative charts provide the relevant information in a simplified format. Therefore, withdrawal of this difference is not considered for the time being.
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**CHAPTER 4**

- 4.2.9.1 AIP Lesotho will be amended at such intervals as may be necessary to keep it up to date without observing a regular time schedule. The printed plain language summary of System NOTAM will include statements concerning:
- a) the latest AIRAC AIP Supplement issued and date of publication.
  - b) the number of system NOTAM replaced by AIP Supplement or incorporated in the AIP since the previous summary.
  - c) the latest AIP Supplement issued and date of publication.
  - d) the latest AIP Amendment issued and date of publication.
- 4.3.7 A NIL notification is not issued.

**CHAPTER 5**

- 5.1.1.1 (t) NOTAM concerning solar cosmic radiation are not published.
- 5.1.1.5 It may not always be possible to give seven days' advance notice of intended activity.
- 5.3.3 Snowtam are not issued.

**CHAPTER 6**

- 6.1.3 A NIL notification is not issued.
- 6.1.4 AIRAC dates are used for the implementation of planned changes.

**Appendix 1**

- ENR 4.2 Special navigation systems are not used in the Kingdom of Lesotho.
- AD 1.2.2 Snow plans are not published.
- AD 2.24 List of Aeronautical charts not produced.
- 1) Heliport Chart — ICAO
  - 2) Aircraft Parking Chart — ICAO
  - 3) Aerodrome Ground Movement Chart — ICAO
  - 4) Precision Approach Terrain Chart — ICAO
  - 5) Area Chart — ICAO (Departure and transit routes)
  - 6) Standard Departure Chart — Instrument — ICAO
  - 7) Area Chart — ICAO (arrival and transit routes)
  - 8) Standard Arrival Chart — Instrument — ICAO
  - 9) Bird concentrations in the vicinity of aerodrome.

**Appendix 2** We do not use the friction calibration method or any other similar procedure to determine the degree of slipperiness of a runway surface.

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**CHAPTER 3**

- 3.1.1.2 NOTAM are not issued for Norfolk Island nor the McMurdo or Cook Sectors of the Auckland Oceanic FIR. NOTAM for the Cook Sector are issued by the Cook Islands. NOTAM for Norfolk Island are issued by Australia.
- 3.6.4.1 WGS-84 is being progressively introduced.
- 3.6.4.2 Geoid undulation not published.

**CHAPTER 4**

- 4.1.1 AIP is published in: NZAIP — Planning Manual Visual, Flight Guide, Instrument Flight Guide, AIP Supplements, NOTAM, Aeronautical Information Circulars, Aeronautical Charts. The Planning Manual is intended for planning and reference on the ground while the flight guides are intended for in-flight reference.
- 4.1.2 c) Such differences are published on the Civil Aviation Authority Internet Web site at: <http://www.caa.govt.nz>.
- 4.3.5 AIP Amendments do not currently include references to serial numbers of Integrated Aeronautical Information Package elements that have been incorporated into the Amendment. A Bulletin is issued to provide a summary of the significant changes in an Amendment.
- 4.3.7 Monthly printed plain language summary of NOTAM not issued. NIL notification advised by NOTAM. Plain language summary of NOTAM not issued.
- 4.4.5 All current AIP Supplements published as a complete publication each AIRAC date. Publication includes a list of current Supplements. Plain language summary of NOTAM not issued.

**CHAPTER 5**

- 5.2.8.3 Monthly printed plain language summary of NOTAM not issued. It would never be up-to-date and separate mailing could not be justified on operational or economic factors. A weekly NOTAM checklist is issued by AFTN. On the Monday preceding an AIRAC issue, a further checklist of all current AIP Supplements and AIC in force is issued by AFTN.

**CHAPTER 6**

- 6.2.1 The Aeronautical Information Service will not in all instances publish information provided under the AIRAC system in paper copy form.

**CHAPTER 7**

- 7.1.1.1, 3) Significant information arising from aircraft accident/incident investigation which has a bearing on flight safety is not promulgated by AIC. Such information is promulgated by “Occurrence Briefs”, incorporated in “*Vector*”. *Vector* is distributed automatically to New Zealand Flight Crew and Aircraft Maintenance Engineer license holders and to most organizations holding an Aviation Document. *Vector* articles also appear on CAA’s Internet web site at <http://www.caa.govt.nz>

- 7.1.1.1, 4) Information on regulations relating to the safeguarding of international civil aviation against acts of unlawful interference is not promulgated by AIC. Such information is promulgated by Civil Aviation Rules and Advisory Circulars.
- 7.1.1.1, 6) Warnings to pilots concerning the avoidance of physical hazards are not promulgated by AIC. Such information is promulgated by the AIP.
- 7.1.1.1, 9) Regulations relating to the carriage of restricted articles by air are not promulgated by AIC. Civil Aviation Rules and Advisory Circulars promulgate such information.
- 7.1.1.1, 10) Notification of intention to make Civil Aviation Rule(s) is published in the national newspapers and the New Zealand Gazette and the Civil Aviation Rules Register Information Leaflet. Notification of the coming into force of Ordinary Civil Aviation Rules is published in the New Zealand Gazette and the Civil Aviation Rules Register Information Leaflet. Notification of petitions for exemption from Ordinary Rules and the granting of exemptions is published in the Civil Aviation Rules Register Information Leaflet. Civil aviation legislation is accessible from the Civil Aviation Authority Internet World Wide Web site at <http://www.caa.govt.nz>.
- 7.1.1.1, 11) Aircrew licensing arrangements are not promulgated by AIC. Civil Aviation Rules and Advisory Circulars promulgate such information.
- 7.1.1.1, 12) Information on training of aviation personnel is not promulgated by AIC. Civil Aviation Rules and Advisory Circulars promulgate such information.
- 7.1.1.1, 13) Application of, or exemption from, requirements in national legislation is not promulgated by AIC. Notification of petitions for exemption from Ordinary Rules and the granting of exemptions are published in the Civil Aviation Rules Register Information Leaflet.
- 7.1.1.1, 14) Advice on the use and maintenance of specific types of equipment is not promulgated by AIC. Such information is promulgated by **Vector** — The Civil Aviation Safety Magazine.
- 7.1.1.1, 15) Actual or planned availability of new or revised editions of aeronautical charts are not promulgated by AIC.
- 7.1.1.1, 16) Information regarding the carriage of radio equipment is not promulgated by AIC. Civil Aviation Rules and Advisory Circulars promulgate such information.
- 7.1.1.1, 17) Explanatory information relating to noise abatement is not promulgated by AIC.
- 7.1.1.1, 18) Selected airworthiness directives are not promulgated by AIC. Airworthiness Directives are promulgated by the New Zealand Airworthiness Directives publication.
- 7.1.1.1, 19) Changes in NOTAM series or distribution, new editions of AIP or major changes in their contents, coverage or format are not promulgated by AIC.

**CHAPTER 3**

- 3.2 Norway started the process of certification of AIS in the beginning of 2000. Certification according to ISO 9001 is expected to be fulfilled during second quarter of 2001.

*Remark:* No difference after 01.06.2001.

**CHAPTER 5**

- 5.2.8.3 Monthly printed plain-language summary of NOTAM. Norway is not planning to send such a summary by mail. If recipients miss a NOTAM, it will be repeated through AFTN from NAIS.

*Remark:* Permanent difference.

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**CHAPTER 3**

- 3.1.1.3 AIS is provided between 2000 and 1000 UTC daily.
- 3.6.6\* The Papua New Guinea AIS system is a manual one. Preparations are under way to have it automated.
- 3.6.7.1 An identification is not assigned when the area is of a temporary nature.

**CHAPTER 4**

- 4.1.1 The Papua New Guinea AIP is still in the old format, which is available in two volumes. Volume I contains the GEN, COM, MET, RAC, FAL, SAR, MAP and IAL Sections. Volume II contains the AGA Section. Preparations are under way to publish the AIP in accordance with Appendix 1.
- 4.1.3 None of these charts are published. However, charts with similar functions as items (a), (b), (f) and (j) are published as part of the Papua New Guinea AIP.
- 4.2.6\* PNG uses a sheet size of 180 by 250 mm.
- 4.2.7 New or amended information on a printed page is shown by a vertical line against the relevant information. A deletion is shown by the letter “D” against a vertical line drawn against the relevant information.
- 4.2.8 The acronym “AIRAC” is not used.
- 4.3.3 All AIP Amendments are published only on AIRAC dates. Each amendment page, excluding the cover sheet,  
4.3.4 bears the effective date.
- 4.3.7 PNG does not issue NIL notifications.
- 4.4.1 Permanent information may also be published as AIP Supplement.
- 4.4.5 Checklists are included with every issue of AIP Supplement.
- 4.4.6\* PNG publishes AIP Supplements on white paper.

**CHAPTER 5**

- 5.1.1.1 References to snow and slush are not relevant to PNG.
- 5.1.1.2 PNG does not issue NOTAM to this effect.
- 5.1.1.2.1\* A NOTAM may be issued only in the case of an AIP Amendment.
- 5.1.1.4 Item (b) made the subject of NOTAM.
- 5.1.1.6\* Only periods of unserviceability of known duration are given.
- 5.2.8.3 Distribution of NOTAM summaries is restricted to recipients of NOTAM only.

\* Recommended Practice

5.3.3 Not applicable in PNG.

5.3.4 All information concerning volcanic activities within the Port Moresby FIR is reported through the NOTAM system.

## CHAPTER 6

6.1.3 PNG does not issue NIL notifications.

## CHAPTER 7

7.1.1.2 Not applicable in PNG.

7.2.2 Checklists are included with every issue of AIC.

## CHAPTER 8

8.1.2.1 Information regarding snow and ice is not relevant to PNG.

**Appendix 1** The PNG AIP is still in the old format and available in two volumes. Volume I is comprised of the GEN, COM, MET, RAC, FAL, SAR, MAP and IAL Sections. Volume II contains the AGA Section. Preparations are under way to publish the AIP in accordance with Appendix 1.

**Appendix 2** Not applicable in PNG.

**Appendix 3** All information on volcanic activities within the Port Moresby FIR is reported through the NOTAM system.

**CHAPTER 3**

3.6.7 Slovakia also uses the identification Temporary Segregated Area. The identification shall be composed of letters “TSA” and a number, unduplicated within the Slovak Republic.

**Appendix 2**

Item "H" Slovakia includes the type of friction measuring device used in the Slovak Republic:

- a) “ADR” — Friction Tester; and
  - b) “TFT” — Tatra Friction Tester.
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**CHAPTER 3**

3.6.1\*            The integrated package is published only in Spanish.

**CHAPTER 6**

6.3.1            An aeronautical data base has not yet been established.

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\* Recommended Practice